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Substance of the Speech...
in Summing up the Case of the
English Ship-builders, on their
Petition Respecting Ships Built
in India

By
John Adolphus

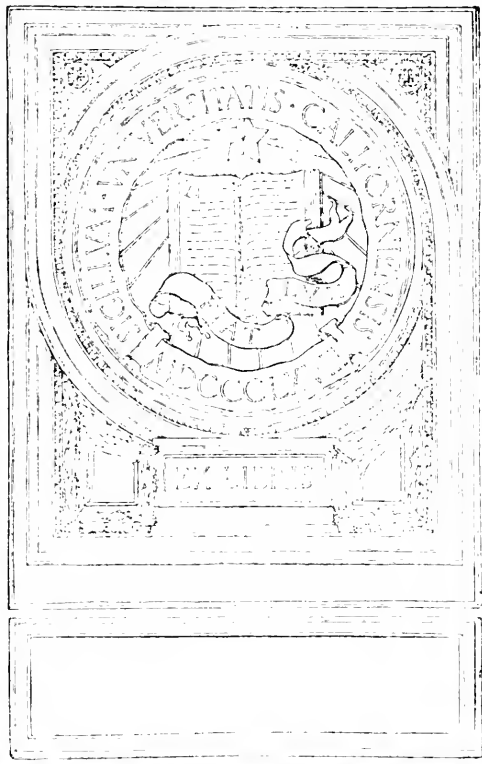
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THE
SUBSTANCE OF THE SPEECH
OF
JOHN ADOLPHUS, ESQ.

BEFORE
*A SELECT COMMITTEE OF THE HOUSE OF
COMMONS,*
IN SUMMING UP THE CASE OF THE ENGLISH SHIP-BUILDERS, ON
THEIR PETITION RESPECTING SHIPS BUILT IN INDIA,

ON MONDAY, MAY 23, AND TUESDAY, MAY 24, 1814.

SIR ROBERT PEEL, BART. IN THE CHAIR.

Printed by T. Davison, Lombard-street, Whitefriars; and
sold by J. M. Richardson, Cornhill.

LONDON:

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1814.

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HOUSE OF COMMONS.

SELECT COMMITTEE

ON

EAST INDIA BUILT SHIPPING.

MONDAY, MAY 23d, 1814.

(SIR ROBERT PEEL, BART. IN THE CHAIR.)

MR. ADOLPHUS.

10-10-40
Mr. Chairman; According to the arrangement that was made in the last sitting of the committee, it now becomes my duty to sum up the evidence that has been laid before you, and to present such observations upon it as arise in my mind, as being likely to benefit the cause of the English ship-builders, for whom I appear here. Considering the vast importance of the subject; considering the great length of detail which has been gone into in so many days; in the examination of thirty-seven witnesses, not to mention the witness who has been examined this morning, if I had considered principally, or indeed at all, that which would have been most easy and advantageous to myself, as connected with my duty to those I represent here, I might have petitioned the committee to give me some delay; because it must strike every member, as next to impossible, that any application of the mind, between Friday evening, and Monday morning, can have mastered and digested all that evidence and matter which it will be my duty to submit to your consideration. I have not requested delay, because I feel it to be my duty not to press on the time of the committee unnecessarily, after the patient attention shewn during the whole of this investigation, and which is intitled to the thanks of all who are interested in it. And whatever may be the result of the enquiry, so far as relates to this committee, certainly the course of investigation has been left as free and open as the most ardent advocate could desire. I have therefore abstained from asking that favor which naturally I should ask; but still I am in a situ-

ation to require a great deal of indulgence. I am aware it will not be in my power to imitate the example of my learned friend who opened this case before you; he mastered his subject not only with singular luminousness (if I may use such a word) but with a conciseness calculated to produce double the effect that can be attained in the way I shall do it; but if I encroach on your time, or seem to do so, by recapitulating matter already in your minds, or by bringing subjects together which lie scattered over so large a volume of paper, I am obliged to do so, because my task is not the opening of the case by a statement of principles and facts, but the summing up of evidence given as applicable to the principles and in support of the facts, which my learned friend undertook in his opening should be proved before you. Delay might, perhaps, have enabled me to compress the matter a little more, but on an occasion of this kind, I am aware that that which is not detailed may seem to some to be purposely suppressed, and to others it may appear to be injudiciously withheld. My task is difficult, and when I say I have abstained from asking one favor, I only do it for the purpose of laying in my claim to the indulgence of the committee hereafter, sensible as I am that I shall have much occasion for it.

Sir, the clients for whom I appear here to day, are men, whose situation and employment, and whose interest in the question now before you, are detailed in a list which has been given in of their establishments, which will be found at page 343 of the evidence. For these gentlemen I have here to appear in a situation, which, at the beginning, I do not feel intirely pleasant; they are masters of great and extensive establishments; they must have embarked in those establishments a very large portion of capital, but that alone does not confer respectability; and I feel it awkward to have it to state, that an impression has been made to their disadvantage, which I feel called upon to repel. It has been said, they are mere adventurers in the concern, not regularly bred to it, availing themselves of their capital, without knowledge of their business, and that they are in a situation very much the contrary to that of being intitled to respect from parliament or its committee. I beg pardon when I refer to works like this before me, but I know how they have been published, and why. I cannot shut my ears to that which meets me at every corner and turn. It is stated in a work much circulated on the present occasion, and which has been much relied on by others, and therefore I treat it with more attention than I should another anonymous publication, that they are mere adventurers in the line they have adopted.

“ There was a time,” it is said, “ when these Thames built ships were held in estimation, but the builders were then regularly brought up to the business, resided in their building yards, superintended the work themselves, and took care to have a certain stock of timber on hand: content with moderate gains, and emulous of acquiring and preserving an estimable character, they inspected

minutely every part of the machine: many of them gradually accumulated wealth, and their success stimulated others of larger capital, but unacquainted with the business, to embark in these concerns; the wealth, power, and influence of these men, have driven the old builders out of the market; the building of a ship is now done by task and job. The superintendence of the work is left to the hired builder, who being interested only so far as to get the ship out of hand, follows the example of his employer, and indulges in ease and relaxation: the same principle extends downwards to the youngest apprentice; the workmanship is slovenly performed, and the ship is shaken to pieces, or founders in the first hard gale of wind; but the materials are generally as bad as the workmanship; they contract to build ships while the timber is still growing in the forest. We verily believe, that when the ten seventy-four gun ships were contracted for in 1805, there was not sufficient timber in the whole of the private yards to complete a single ship*."

Now, Sir, on this subject, I have thought it necessary to interrogate every witness competent to give an opinion, and I have asked, "Were Messrs. Wigrams and their house regularly bred to the business? Did they serve an apprenticeship?" "Yes." "Do they reside on the premises and superintend the works going on in their own yard?" "Yes." "Are they duly and properly employed, and is their stock of materials a proper one to be had?" "Yes, certainly," has been the answer to all the questions. So I have asked respecting all the other yards, and what have the answers been? uniformly the same. One witness has said, "In all the years I have been in the employ of the yard, Messrs. Brents have drawn the draft of every ship they have built, and have attended to the works going on from the commencement to the end of its construction with assiduity and diligence, and with a vigilant inspection." Surely, Sir, it is not fair, when one is representing men of this kind of character to have to clear away first these direct assertions, that they are mere persons of opulence without respectability, that they deny themselves the means which their predecessors used of being respectable, and seek nothing but improper advantage and gain, no matter what, or whom they sacrifice, so that they can get emolument by their establishments.

Sir, it has been in evidence before you, that a great number of men depend upon these establishments for support. The evidence given on that subject at first had some degree of variety. Some persons carried the number up to four or five thousand, while one witness, Mr. Carter, made it a great deal less; but he had not such good means of informing himself as the preceding witnesses had. They were personally concerned in the business; he was an overseer of the East India company's ships, but he was

not so intimately acquainted with the yards as the other witnesses: however, in the course of the enquiry, it became necessary to put this in a way to bring it somewhat nearer to a certainty, although the means are not absolutely certain. A paper has been put in, which affords some explanation of the number of men employed, and it will be found on a fair examination of what that paper is, that from four to five thousand, including all artificers together, has been the number employed. That paper was not put in to make any part of our case, but by desire of the committee. Perhaps I may be under the necessity of making an observation upon it by and by. It is an explanatory document to afford certain guides to the mind, and lights to the understanding, in the pursuit of that truth, which must be derived in a great portion from inference and deduction. From that document it appears, that from 1813, when the work upon the Thames was in a great degree on the decline; when considerably affected by circumstances I shall have to advert to, the number of shipwrights in the yards of the petitioners was 1474, and the number of other artificers 2798, making 4272. In 1810, when the business I suppose was at the best, the number of shipwrights employed was 1982, and the other artificers 3379, making a total of 5361. Under these circumstances, I take it, the interest I have to represent (there is a more numerous class of persons, but I do not touch on collateral or accidental interests) is that of the proprietors of these yards, and upwards of four thousand persons, to speak within moderate compass, who, in the times of their prosperity, have depended on them for employ and subsistence.

Sir; it has been in evidence before you, and almost every one of the witnesses who was competent to judge, has repeated, that those establishments depend, almost wholly, for a certainty of retaining their workmen, so as to be in readiness to undertake repairs of king's ships and of merchant ships, as may be required, on building the large shipping for the East India company. That has been the evidence so often repeated, that I do not think it necessary to advert to the particular passages, but I will give my learned friends references to a dozen places, in which the same thing is asserted and re-asserted on the judgment of the individuals who state it, who have almost all of them the very best means of judging on the subject; they have been employed or observant in these premises, and know the details of their operations, they know the ability they have to execute any work assigned to them, and though it is stated by them, that king's work, repair of ships in the West India and general trade, and other objects did take up the men at different times, still it returns to this; we keep our regular men together by means of the East India building—that is our subsistence, the East India building—the East India building consumes our stock, and enables us to keep up the establishments, and when repairs come in, which require to be done speedily, by taking the men from off the ships that are building, we are enabled to per-

form all the work that the public or the merchant's service can require of us. Had they not those men to resort to, (so it was explained by a witness on Friday, and by various witnesses on many occasions) they could not have done that which they have executed with so much success, namely, fit fleets for sea, and repair ships which have met with accidents at the moment they were required, so that with them there has been no delay or languor of operation, and no injury to the public or to individuals has ever occurred through their negligence in performing their duty.

Sir; the royal navy has been, I am almost afraid to use the term, considering the constructions it will be subject to, it has been (and I assert it as my case) eminently benefited by the exertion of these proprietors of the yards in the way of their business; they have built, as I understand, of the present navy, of one size and another, 570 of the ships which now constitute the strength of the country. Their efforts in war have always been fully equal to that which the government was pleased to require of them; they have never failed in any exertion that could be asked for; and, to use the words of one of the witnesses whom we called (which will be found in page 146)—“When called upon in time of war, they can exert themselves in a manner to astonish the world: what was done in the last war was considered far beyond the extent of their means, but if they had what we call our natural trade, or our usual natural English trade, I have no doubt those yards would be very amply and fully employed.” This is the testimony concerning them given by one of the witnesses. When I come to detail the particulars of their case, and to advert to some circumstances affecting them, I shall have to make more observations upon the subject; but upon the representation of their having supplied those ships, I have no hesitation in saying, they have a claim to be considered as great benefactors to the country, by the service they have rendered to the navy. No work has been delayed through them; no contract has failed that has been entrusted to them; they have had the confidence of those who could employ them; and they have deserved it, by an undeviating attention to the orders they have received, and by the goodness of their materials, and the perfection of their workmanship. I know that in saying so, I take an issue where I may be met with contradiction, but here I am bound not to recede from my proposition. I state it as part of my case, that they have a claim to these merits; and it is a point upon which I challenge contradiction, either as to the whole, or any part of my statement.

Sir, the employment they have received from government, has led to a suspicion that they have made that a part of their speculation, and have enlarged their premises accordingly. That line of cross examination has been pursued to considerable extent in this inquiry, asking, Have not your slips been increased for this purpose; and have not your establishments received additional re-

inforcement? could you have carried on all this business had your other employ been what you had a right to expect? The answer has been; we have undertaken this in aid of the public, and not in extension of our establishments; we have not added a slip to the number we held before, nor is our number of men augmented on that account; the quantum of labour has been increased, but we are not aware that the number of our workmen has increased; we have found means within ourselves, without extending our establishments, to do all the public service required of us.

Sir, I would beg to refer the committee to page 145 of the evidence; it is part of the testimony of the same person, whom I have before quoted in answer to this question. "Suppose there were in addition to that," (speaking of the India ships the witness had before stated to be built annually,) "seven or eight seventy fours, do you think the establishments could be sufficient for that?" the answer is, "I think the means the mother country possesses to be so extensive, that we could build ships for the whole of Europe." Now, to be sure, it is meeting the question by an answer which goes beyond its extent, but it shews the witness's knowledge and conviction that there is no difficulty; but that the London builders are adequate to every thing that can be required of them, as they have shewn they were to every thing that has been required of them.

Now, Sir, at the close of a war wherein so much has been done; at a time when they have had their exertions pressed on in every way; not merely in those buildings which add, it is supposed, to their profits; not only in those circumstances which have contributed to their benefit; but also in many others, which have made them feel the pressure of the times; what is their state when a peace is approaching? Their yards are reduced to a state of absolute desolation; to a state which the witnesses describe with more or less of good-humour, according to their several complexions and dispositions: one saying they looked on a week-day as if it were Sunday, the men walking about and doing nothing; another, that if the present slackness prevails in the yards, you can expect nothing but a good crop of grass there: all equally amounting to an expression that there is no business going on in their yards. The list put in demonstrates the same fact; and the establishments which gave bread to four thousand men, and to their families, are now reduced to the maintenance of two or three hundred, and not more than that among them all. One does not naturally look at such a reverse of fortune, and looking at it wonder that the sufferers should apply to those who have the power to relieve them, in a moment when a question is in agitation tending utterly to destroy their chance of ever having any thing to do in those yards; and that they call the attention of the legislature to a case which I hope and trust we shall be found to have proved decisively in their favour.

Sir, one person was called to prove what is the actual state of those yards; (and it was on that occasion the paper I have adverted to became a subject of inquiry). He stated that he had gone to the yards and found nothing doing. It was objected that he might have gone at a time when the men were accidentally absent; that he might have chosen his time for that purpose. I should think not; because if there were ships to repair they could not be absent; and that man could never have seen the yards without knowing ships were there or not. If there were not ships building or repairing on which to employ the men, certainly there could be no men to be employed; and therefore it was quite indifferent at what time he went. However, it was at that period the paper was called for, not by us, but by the committee, in the course of their inquiry, and by my learned friends, who had a right to watch the case, and see that the most satisfactory evidence was put in. That is the way in which it has been produced, and so I trust it will be treated when my learned friends come to observe on it; not as making any part of our case, but as being one of those documents from which they may draw what inference they please. The fact is by other means sufficiently proved, that these establishments, capable of doing so much work, are in a state of nakedness and desolation:—there is nothing doing in them—hardly a hammer to be heard, and nothing like business of extent or importance carrying on.

Sir, with respect to the men, and I wish to touch upon their case here and dismiss it entirely, because it is painful to advert to it. Their position is most wretched. I say I wish to touch upon their case here and dismiss it entirely, not because I think the miseries of four thousand persons and their families unworthy of consideration; but I should scorn to stand on that, and to be seeming to make a case of mere compassion. The higher objects of political and public interest should be treated more gravely, and should not be too much mixed with those subjects in which our feelings are appealed to. I do not mean to say that this display of misery is beneath the attention of the committee, or of the house of commons, or of the united legislature; but it is not a fit thing for an advocate, by dwelling on a topic of this kind, to endeavour to gain a temporary purchase on those minds which, on better consideration, might repel his efforts with scorn. I deprecate such attempts: but I think this a fit subject to be treated with the notice that is due to it, and then to be left to produce its due effect.

Now, Sir, what are these men? The shipwrights are men apprenticed and regularly brought up to that trade; having no other calling in the world. They are men who must exercise themselves in the trade, during the prime of their lives, with an industry and effort of which there are few examples, in order to gain a support. They are men who have done so; “They are men,” says one of the witnesses, “whom I have respected. Men who have earned their own bread, and disdained to be under obligation to any

body." They are now pensioners on the poor's-fund, carrying deals, as porters, for their daily subsistence, or employing themselves in some way between actual mendicancy and their regular labour, because the work is taken away from them, and they have no hopes or means of finding a substitute for it.

Sir, it has been insinuated, in a cross-examination, that since this inquiry has begun, many of the men have gone into the king's-yards. It is not in evidence; but it is the only time at which I can advert to such a subject, and I am obliged to notice whatever has arisen in the course of the inquiry. If any considerable number has gone into those yards within this week or ten days, they have much reason to be thankful. How they are to be employed those who take them must know; but if there is not an ample occasion for them, it is open to inquiry whether it is not changing the poor-box for another sort of charity, and making the men dependent on the overseers of the dock-yard instead of the overseers of their parishes; and that is all the change in their situation. But how different is the state of things, if this is true, from what it used to be. At the close of the former wars the merchant's yards were a resource for the men from the king's yards, and now the king's yards are to be a refuge for the men from the merchant's yards. Is that an advantage we have gained by the present state of things? or is it not one of those subjects which ought to demand serious attention before that change becomes permanent, under which, in its temporary state, this great evil has arisen; an evil which must continue, so long as the present system is persevered in.

Of these men (I can only pursue the cross-examination to collect the notions of my learned friends, and those who advocate the cause against which I appear), it is meant to be said, that they have brought a great deal of the evil on themselves; that they have had exorbitant wages; that they have conspired to raise them; that they are idle and audacious; that they have not the merits or industry which they ought to have; and that the business of London has been overstocked by men from the out-ports. With respect to their gains, I remember a question whether it had not been known that a man has earned a guinea a day. "No," said the witness, "I have heard of such a thing, but I do not know it." But if one man, by any exertion of strength and sagacity, may have performed such a task, that is no medium of their earnings. The medium is that which a man can earn in regular employment in the course of a day, and that is stated to be five shillings for an ordinary, seven shillings for an extraordinary workman; and eight or nine shillings if he will work a great number of extra hours. These are the extravagant wages a man in the prime of his life, not finding employ every day, is supposed to be entitled to. What from thirty to five and thirty shillings a week; or, if he will work fifteen or sixteen hours a day, twelve shillings more to be added in the week, is that beyond the wages of a journeyman taylor or printer, or any man who pursues the most

sedentary occupation of life? Is this to be supposed such a criminal addition to the gains of these people? Is it to be said that these wages have disintitiled them to consideration from the public? I trust there is no such proposition likely to be advanced. Viewing the state of the times, and considering what they ought to earn in this extensive metropolis, no charge of that description can be laid against them. These are said to be top workmen, and entitled to top wages. Can there then be any charge against them of extravagance?

As to the inquiry respecting combinations, how does that end? Why, it is stated in evidence, that in the year 1801 they had but three shillings and sixpence a day, and in 1802 they declared their determination not to proceed without five shillings a day. That is the only combination put in evidence. There has not been, among all the departments, any combination since; and whoever considers the state of the times then, will not say they demanded too much when they required the means of earning thirty shillings a week; an indulgence which was granted to every species of journeyman many years before they thought fit to demand it; and they demanded it, not at a time when there was a press of public business on hand, but in 1802, when we happened to be at peace, and when the royal dock-yards no longer afforded them a refuge.

Sir; I believe the inquiry respecting the men from the out-ports has not produced any great results; but we all know the metropolis, in all its businesses and connexions, has been fed from the country; and it is in the nature of every metropolis to be so. Shipwrights come up, not because they have better wages, as available in the way of wages, but because they have a greater sum of money to receive when the pay day arrives; and they prefer it to the lesser sum paid in the country, although that will support them better. Do I blame them for this error? No. Do I lament it? No, I do not, because I think the strength and health of the country should be pressed into the use of the metropolis; and when a man has activity and industry to come here, he ought to come, regulating himself only by the probability of his gaining employment. I do not censure the spirit; I do not condemn the motive. The desire of acquiring much money, that they may expend it rapidly, is beneficial to the individual and to the community. Mr. George Chalmers, a political writer, whose opinions I hold in very great respect, speaks of the lower people of this country as "a hard working and free spending people." May they long be entitled to that description, and long have the means of being a free spending people! That spirit, when regulated by moderation and prudence, adds to the benefit of the community, as well as to their own pleasure. Of the shipwrights it cannot be said they dissipate their time in idleness, because it has appeared in the examination that some of them may take half a day, in the

course of three months, or some may take a day ; but when work was to be done, it was said, they swarmed about it like bees ; nothing could equal their zeal and good will about every task they were set upon. These are the men I am about to dismiss from your attention, but for whom I ask your compassionate consideration ; and I trust they will not be told—" You have done your labour ; go, carry deals, or carry the hod, or carry your children to the overseer, or carry what you please, your case is not worth consideration." I trust, Sir, this is not the answer these four thousand people will meet with, especially as their interest is connected with that of their employers, whose establishments must fall into decay, unless they find relief on the present occasion.

Sir ; these establishments on the Thames are said to have been in their greatest prosperity about ten years ago ; that they have declined since, but more particularly within the last two or three years ; and that the total cessation of their work has been within the last six or eight months. Our witnesses say the cause is their being no longer employed about building East India ships ; that returns to the first proposition I advanced, that as the building of the East India ships afforded the basis of their employment, so when that ceases, nothing remains to do. It will be my duty to discuss this subject hereafter at more length as in comparison with the other ships built abroad, and therefore I now pass it by without further observation.

Sir ; it is intimated on the other side, that this is not the cause of their deficiency of work ; and the contemplation of the peace, it is said, induces people to abstain from building ships ; the high prices deter men from laying out their money in building ships, which otherwise would be built. But how is the fact with respect to former periods of war and peace ? Has there ever been such a stagnation on former occasions ?—" No," says a witness who recollects the termination of the American war, " no ! no ! no ! nothing like this ever occurred before, and it cannot be the termination of the war which, by its natural effect, produces these consequences to establishments which have been so long carried on in prosperity."

The removal of the government building is said to be a main cause of the present distress. Had the government building never come there, the yards, with their natural means and resources, could have been carried on ; true it is, that some portion of the government building may have been a relief to them during the time the India shipping was not there ; true it is, that ten fir frigates in 1813 afforded such resources, and that some repairs may be beneficial, but the government building never was the ground-work, nor could it be the support of their establishments. It could not be considered so : it was known their aid would only be called in when government could not do its own work ; and they never considered it certain, but accidental, subject to suspen-

sion and removal, and all the accidents to which such an intercourse must naturally and inevitably be liable.

Another cause of the distress has been supposed to be the exclusion of our shipping from the continent. What the effect of that has been must be perceived. When that cause was removed; from the time of the Baltic being opened and as the trade became more free; just in proportion to that has been the decline of the trade in these yards. Within the last six months, when all chance of the exclusion of British shipping from the continent was done away, that is the time in which the yards have fallen into decay, so that they have not the means of employing a twentieth part of the men that would naturally belong to them.

The high price of their building will afford, I dare say, more theme for observation. All these subjects have been, in some sort, touched upon in cross examination, and are all, I have no doubt, topics to be urged in answer to the case we have laid before you. The price has advanced considerably during late years; I do not know the price for ships of large size at this time, but it has advanced from 12*l.* 10*s.* to about 28*l.* per ton. Who can be judges whether that is or not an unreasonable advance?—if any body, those who have been most in the habit of paying it; and for that purpose I shall refer to the evidence of a gentleman who has paid a great deal of money, and been connected with these yards during the whole of his life; who knows the nature of shipping in all parts of the world. Mr. Larkins, who was asked a great many questions about the precise mode of charging in the Thames, about his power of reducing those charges by taxation (as it is termed in Westminster-hall) if immoderate, declared he had that confidence in the builders of London, which they had never given him cause to repent, that he had never found occasion to review or revise what they had done, and that he hoped his connexion with them on the same basis would last to the end of his days: that would put out of the question any imputation of their making extravagant charges; and all the comparisons I have to make will shew that they are far different from extravagant, and that the ships are cheaper than any ships in the world, the Indian ships only excepted, which put them to such a distance as to shew no chance of our own ships ever prospering where they can be had.

Is it the outports that build cheaper? We have had a great deal of evidence upon that subject, and it appears that their building is cheaper in money, but certainly dearer in the effect. That their ships are from fifteen to twenty per cent. lower in price, but that a man lays out money well, who buys the higher priced ship, which is the cheaper in the result. The reason is given, (and I wish to go through the whole of this case with relation to all the reasons given in evidence) and the reasons here are clear and indisputable. The London ships are dearer in the price; but, in the first place, their measurement is considerably to the advantage of the purchaser; they are so built that they gain in tonnage, and give

in effect that which the others seem to give like them, but do not give like them ; they are measured at a smaller tonnage than they possess, and the outport ships are measured to the tonnage that they really have, so that there is an advantage of fifteen or twenty per cent. in that circumstance only : the building is certainly better, it has a better character. I know instances are given of the long duration of Whitby ships, and of captain Cook's preference of a Whitby ship ; but it is not particular circumstances, but general character, derived from the generality of examples, which is in favour of the Thames built ships to a greater degree than the fifteen or twenty per cent. ; they are higher in price ; the books at Lloyd's give them their stations much longer ; they have the character of not being built on speculation, while it is known that the country ships have been built in that way ; so that as it has been said by the witnesses, no character is risked in the selling them, but the buyer and seller meet, one to put off his goods, and the other to exercise his judgment in buying them. These are the ships which it may be very convenient to purchase when insurance is high, and when it is desirable to do business with a regard to economy in the advance of capital ; which, besides the difficulty of raising money, calls for insurance to a great amount. I do not mean to cast any reflection on the builders at the out-ports ; they have their own way of doing business ; but I deprecate any reflection on the London builders, because, I say, that, although they do charge more for their ships, still they are cheaper and better than the others.

The American ships, after what we have heard, can hardly hold a place in this inquiry. They are described as so rotten and bad, so defective both in materials and structure, that they cost in repairs at an early period of their lives, more than would suffice to build new ships. In their origin they can stand in no competition with the London built ships. I am prepared to hear it said that in all those cases in which I ascribe preference to these London ships over the outport and American ships, the teak ships will take it over the London ships. I know it ; it is a superior goodness which they cannot rival ; it is the distance of all probability of repair for which we can expect no compensation, which encircles us with ruin. It would be contending against daylight to attempt by any assertion to weaken this part of the comparison ; it is that which brings us here ; because if the cases were parallel in all respects, or afforded a possibility of parallel, the builders of London would have no fear in the competition. But where there is no chance of competition, it is the theme of this inquiry to know whether their ruin shall be incurred, and shall come upon them in all its ramifications and bearings.

Sir ; it is intimated that the number of prize ships which have come into the service has been a considerable cause of the diminution of the building in the Thames. The number of prize ships is great, but all the evidence is in concurrent declaration

that it is not, even in an inconsiderable degree, the cause. There never has been a war in which we did not take a considerable number of prizes. At the end of the American war, we must have had a very large number; for a document which has been laid before the committee shews, that in 1792, when we had been at peace ten years, there remained 609 ships, being a tonnage of 93,900 tons and upwards; the residue of the only war in which we had been engaged, and which must be the residue of all that had fallen off during the ten years; the residue out of a much less number than those taken in the last two wars, which form the aggregate of the present number on hand. At the close of the last war, when these yards felt no distress, and had no complaint to make, except that they were obliged to raise the wages of the workmen, in 1802, there were 2827 prize ships, having a tonnage of 358,577 tons, as appears in page 77 of the evidence; that was during the respite afforded by the peace of Amiens. In 1811, the ship-builders then being in pretty fair work, and having no complaint to make, except the apprehension they had of the future introduction or progressive reception of East India shipping, but not being in the desolation they are now, the amount of tonnage of prize ships was at the highest; there were 4023 ships, with a tonnage of 536,240 tons: in 1812 the number diminished; and in 1813, when the distress of the builders grew to its height, the number diminished still more, and came down to 3759 ships, with a tonnage of 518,439.

Now, Sir, I enter into these details to shew that the prize ships are a cause, I will not say not adequate to the effect, but not bearing on the effect. There was no proportion between the building at the end of the American war and the building there ought to be now, and yet the prize ships were not felt as a pressure, and formed no ground of complaint. The commerce of the country has not receded since 1802, and yet then a very large number of prize ships, attended with other disadvantages, made no impression. In 1811, when they were at the highest pitch, the distresses of the builders were not very great; and in 1813, when they decline, the misery of the builders reaches its height; then they are forced to turn their men into the streets, or on the parish, or wherever they can find relief. Prize ships may have their inconvenience, I do not say any of the causes assigned have not their inconvenience, but they could not have made that impression on the petitioners which brings them here to complain, and it is only the coming in of the Indian ships which is the fundamental cause, though super-added in point of time, that compels them to come here at this day. They must have borne themselves up in the expectation that the prize ships would go off in the time of peace as they did after the American war; they must have contented themselves with a probability of repairing them, and no small probability it is; and they would have rejoiced in the opportunity of replacing them when they disappeared; they would not have complained of

the prize ships, because they never felt a pressure which led them to it, nor would it be reasonable to represent that those who take prizes should not make use of them, because it might interfere with persons who might find themselves prone to complain.

Sir; another intimation is, that the transports returning from the government employ into the general service will produce, or may probably have produced, the suspension of work which is complained of. To that some examination has been directed, and the general result of it is, that those ships which have been taken up are ships of the best class and description, that they have been constantly and diligently repaired to make them worthy of the service, that they are part of the commercial shipping of the country, and afford their due hope of reward to those who have made them, and continue to repair them, and their return is no more than can be expected, and therefore cannot form the subject of a complaint, nor will they ever press so as to become a grievance.

Sir; it is intimated that if we have not the building of those large ships we can build smaller ones; and a question has been put, "suppose instead of two ships of twelve hundred tons, you were to build eight of three hundred tons, would not that employ as many men and give the same effort to your trade?" "No," is the answer, "no; it would not employ as many men, it would not consume the same quantity of timber, it would not compensate for the loss of the Indian trade in any way." But are the large ship-builders the only persons who petition here, is not the building of those small ships already appropriated to persons on whom it would be as hard for these large ship-builders to encroach, as it is for the East India ship-builder to encroach on them? If it was only to shift the burthen from one shoulder to another, surely such a measure would never be worth the contest in which we are obliged to engage. The fact is all that the smaller building has been amply supplied from the outports and other sources. To encroach on them would be unjust, and the large slips belonging to the petitioners would be thrown away on such buildings; the men could not be employed with so much advantage on them; and the establishments would be utterly misapplied in being put to those purposes, they being composed for purposes much greater. It would be like cutting boots to make shoes of them, to cut down these establishments to make small craft and vessels of 300 tons, which are not allowed to go round the Cape: it would be to destroy the end and nature of their construction, and to make that a mere work of small operation on which a capital has been employed capable of conducting the very greatest.

Sir; I am much afraid the minuteness with which I have gone into these subjects is tedious. I have endeavoured to avoid being so, but while I labour to be as brief as possible, it is my duty not to suppress any thing which can benefit my clients. I feel I am touching on many topics, which as I do not know exactly what is

to be relied on by the supporters of the bill, may prove to have been unnecessary, but I am desirous not to leave any point untouched, and with that observation I shall proceed to the residue of the case, still entreating you to believe I am not endeavouring to display myself in any needless discussion, or to weary you by going to greater length than necessary.

Sir; I am coming now to a subject which is of great importance in this inquiry, and on which I must beg your attention at some length: it is the exertions made to supply vessels for the use of government. I have intimated to what extent it has been carried, and how beneficially to the public it has been conducted, in the present war. I am not afraid of contradiction, and I am quite content that the whole of my case shall rest on the conduct of my clients in their contracts with government. I claim for them the merit of having done a great public service; I do not mean to say that they have been disinterested in it: God forbid that I should say they have given away their substance and their time for the benefit of the community. He who by means of honest exertion renders a service to his country is entitled to his reward; and if he does it well, to the gratitude of the public for what he does. And this I say, not merely with reference to these petitioners, but as to all the officers of state, from the most exalted of those who enjoy its honours and emoluments, down to the lowest person who can employ his talents in the service of his country.

I am sorry to have an observation to make, that these gentlemen have been most shamefully calumniated. I shall reserve my observations on that head, till I come to their defence on some separate matters and acts, to which, to use a mild term, great impropriety has been imputed, in a way which ought not to be used towards them. They have been calumniated in a gross and unwarranted manner.

Sir; I have already stated that the ship-building for government is not the main support of these yards; it is not their view in making their establishments that that shall be the support of them; they receive it as the public occasions require, they act with all the energy that capital and zeal, that the command of money and the use of influence, can give them; and on many great occasions their action has been of the highest benefit to the community. Their exertions are described by one of the witnesses, Mr. William Fearnell, who is surveyor to the transport board, and has some reason to know what he is saying, and may be supposed not to overcolour any services rendered in that way. He states, in page 117, that they have made great efforts; but this opinion was not the one I had in mind and wished to have referred to in terms when I first began this subject: I cannot quote the witness now by name, but I know that one of the witnesses, in the course of his examination, makes the assertion that the merchant builders have within his time and observation made such exertions as were not thought within the compass of any ability, and such as could not

have been made without the utmost zeal and anxiety for the public service ; I wished to have made the quotation in terms, but have not the page. When I am giving them credit for that, even if it should be said that the employment afforded them by government has been their reward for those exertions, as well as the stimulus and the motive for them, still, at this time, after completing the ten fir frigates which they built during the last year, it is melancholy to see that in the last nine months the whole of their employment has been repairing one cutter and one sloop ; and that, too, during the time their distress has been the greatest. I do not mean to say there is any relative claim between them and the government, that the government is obliged to sustain them by taking one atom of work from their own yards to bestow on them ; but it is an unfortunate circumstance, that at a time when the transports are returning—at a time when the prize ships are in great numbers—at a time when the arrival of East India built ships prevents the building from being carried on here as it should be, the government ceases to afford them employment, and completes that effect which all the other causes have concurred in producing.

Sir ; with respect to the character of their building, I have evidence, in at least six or eight places, from different persons, not merely from those that they employ, but others, that it is of the same materials, got up in the same way, seasoned in the same manner, as far as seasoning is understood (to which no witness yet has given any thing like an answer, because I do not believe there is any process for that purpose used by any one before the ship is set up) that every thing is the same as in the king's yards, that every thing about them is of as good quality, the workmanship is as good as it can be, and that nothing is wanted on their part to make it as good as it can be. The lists presented shew the number they have built ; let them be laid side by side with any other ships built in any other place, and I believe they will not shrink from any comparison that can be made, always excepting teak ships ; but with that exception, I mean to say, in comparison with any other ships whatever.

Sir ; those lists prove the fact by the history they contain ; but the causes are traced much higher, because it is shewn that the merchant builders of king's ships have no discretion ; they have no power ; they cannot make a ship better or worse than government chuse to have it. It depends on government alone to decide what the nature of the ship shall be, from the moment of its being contracted for till that of delivery. An inspector of government views the timber and plank put up in her ; he fixes the time she shall stand to season, which is the only seasoning the witnesses understand ;—the inspector fixes every circumstance relating to her ; and does not allow one material to be used, or any one proceeding to be taken, without his own personal inspection as to every part of it. Can he be party to any collusion ? No ; there is a superior officer comes to see how the work is going on every

week. Can there be any thing done without inspection? No; for the yards are open and always subject to the watchful eye of persons eager to find out faults in whatever works are carrying on for government. The building in the yards is subject to daily and hourly inspection; and, after all, with all the intimations that are from time to time given by the government surveyor, if he does not in the end approve of the ship she may be rejected. It does not admit of the suggestion that better timber and means of preparation are used in getting out ships in any other place; the allegation that the ship-builders, or the officers of government ever do neglect their duty can only arise from malice; and the want of foundation for such a charge must be evident to every one who considers the subject.

Sir, on this point, and as it applies to a particular case, I must request your attention to a correspondence which appears on the minutes of the evidence, No. 12, at page 354; it is the correspondence which took place between the officers of government and certain individuals, in December, 1804; an anxious time, when the war with Spain was just begun; when it was thought necessary to have ships speedily put to sea in great force, a proceeding which led to consequences which the annals of this country will always record with pride. At this time it became necessary, and the motion came from the admiralty office, to request the commissioners of the navy to take such measures as they should judge proper for contracting upon the best and cheapest terms for building in the merchants yards, ten seventy-four gun ships after the model of the *Hero* and *Repulse*, and to report accordingly.—The answer of the navy board signed by the eight commissioners was this in substance: “We judged it most expedient to adopt the mode we pursued when the seventy-four gun ships were contracted for in February, 1800, by calling upon the river builders (*as scarcely any others can be depended upon for building line of battle ships*) to attend the board for the purpose of considering of a fair and reasonable price under all existing circumstances, when after a long conversation and hearing from them a statement of their grievances and the great losses they endured by the last seventy-four gun ships built on the contract made in 1800, they retired from the board, and in a short time delivered in the following calculation as the lowest price at which they conceived a seventy-four gun ship could be now built.” And then comes the proposal in figures. As this statement, the writer proceeds to observe, went far beyond the expectations of the commissioners, they offered a lower price than the builders had proposed:—the matter underwent a thorough investigation, and in the course of it, having this demand of a higher price than they expected; having all the means they wanted to try if they could do it any better; having proposals from the country in various directions to execute the whole or part of this contract (and there is an intimation that some very respectable persons had concurred in recom-

mending them, and tried to persuade the commissioners to build elsewhere than in London) the commissioners, knowing the Thames ship-builders alone were to be relied upon, gave them the contract at 36*l.* per ton; and consented to desist from a course which had been adopted, of proceeding against them, many years, after the completion of the contract, for the supposed errors in the building, and compelling them to pay damages for things which, if they were faults, might have been detected at the beginning. I understand that there is a transaction alluded to in that correspondence relating to the Ajax, and from which they prayed to be relieved for the future. An action had been brought to recover damages for some supposed defects in the construction of that ship, to the amount of 40,000*l.*, which went to a reference before a gentleman at the bar, who is entitled to the highest respect, Mr. Holroyd; and he, after a long and attentive investigation, determined that 400*l.* was due, because English iron had been used, and not Swedish iron, as was expressed in the contract. Now, certainly, when they came forward with this recollection of an injury; when they stated all these things, and demanded an advance of price; had it not been for the confidence government did repose in them, no circumstance could have driven the government to such abjectness as to employ them in the way they then did; they made the proposals repeatedly; the commissioners tried to beat them down in price; but on an investigation, and going through all the accounts and all the expences, they became persuaded that 36*l.* per ton was the proper sum to be paid; at that sum they contracted with them, and for that the vessels were completed.

Sir, the anxiety of persons, which suggests any promptings to me, is commendable. I am instructed to state that the commissioners went into calculations, by shillings and by pence, on the tonnage; but the builders adhered to their original proposal, and then they came to an agreement, which terminated in the building of the ships; and it was a considerable service they rendered. There were rival proposals, which might have been accepted, if they could have been relied on; but the confidence which government reposed in the Thames builders is evident when they said they could scarcely rely on any body else.

Now, Sir, I mean to advert to two particular ships: I do not know whether they have been the subject of any cross-examination by my learned friends, but they have been of some explanation on our part, for we feel not only for the petitioners, as a body, but as individuals; therefore we have directed some explanation with respect to the structure of certain ships, which have been complained of as defective, through the fault of these builders. The Dublin and the Rodney have been particularly pointed to; and the indictment upon the subject, for I can call it nothing else, unless it be a sentence before a process, is in terms imputing the defects of those ships to the ignorance of the builders. This

charge is evidently addressed to the attention of those who are to determine on this question. If the calumnies I allude to are left unnoticed, our pains have been thrown away. The establishment of general character must rest on general assertion; while the statement I am about to read is to stand uncontradicted. As a mere anonymous calumny it would not deserve the trouble of refutation; but, from some cause or other, it has obtained more general attention than is generally paid to such writings; and more than once, members of your house who are not on this committee, members of my own profession, who do not attend in this room, and many other persons, who read the books which are published, come to me with this question:—"Have you seen this statement; and do not you blush for your clients?"

Sir, I will read the paper to which I allude: it is in the nineteenth number of the Quarterly Review, at page 21. "It is evident," says the writer, "that the seams of every part of the ship, put together in this unseasoned state, must open, by the shrinking of the wood; that every piece of timber, by contracting its dimensions, must close upon its fastening, whether of iron, copper, or wood; and that these refusing to give way must cause the planks and timbers to split: when the water gets in the metals rust or corrode, and the wood rots. We could illustrate these fatal effects by numberless examples, but we shall content ourselves with two. The Rodney was launched in 1809; she had scarcely put to sea, when, owing to the unseasoned state of the timber, all her fastenings became loose; and it was necessary to bring her home from the Mediterranean, in 1812, to be paid off. The next example is a very deplorable one, it is that of the Dublin. This ship was launched in February, 1812, put in commission in the following August, sent upon a cruize towards Madeira and the Western Islands in December, from which she returned to Plymouth in February, 1813, in so dreadful a state, that she was ordered to be paid off: she has since been repaired, at an expence not much less, we believe, than 20,000/."

Now, Sir, all this is not attributed to any other cause than the ignorance and the misconduct of the builders; they sent the ship to sea with unseasoned timbers; they sent her in such a state that she shortly after returned, and required a repair which cost not much less than 20,000/. Is it out of the memory of the committee, that there was a positive command of the admiralty that the Rodney should be sent to sea without seasoning? One ship which was building at the same time was suffered to stand to season, but the Rodney was peremptorily ordered to sea without seasoning; and then this writer comes and charges that the ship-builders had risked the lives of his Majesty's subjects, by permitting the ship to go out in this state. The command of the admiralty is as positive a command as can be; it was read in the committee, and is as distinct as terms can make it*. It was at first

* See Minutes of the Evidence, p. 30.

issued with respect to more than one ship; it was counteracted as to the others, and was enforced with respect to the Rodney alone, and then the builders are charged as an offence, with that which government is not disposed to consider in that light, and that which no man, who was not disposed to do more than any public speaker would be warranted in doing, would so represent. The person who wrote this article had, or had not, better information: if he had not, he ought to have sought it; if he had—I shall not make any conclusion.

With respect to the other ship, the Dublin, our attention has been to-day directed toward the cause of her failure, which is stated to have been nothing but the trial of a new experiment, rendered necessary perhaps by the state of knee timber in the country, or rendered palatable by the desire of trying every experiment which tends to improvement in building ships, which experiment terminated in that way the new attempts frequently terminate, until brought to perfection by repeated trials. It appears that every part of the machinery was not calculated for the right end; that that acted as a lever which Mr. Peake intended to be a stay; thus the side of the ship was separated from the beam-ends; and the chasm thus made permitted the water to rush in, and occasioned a great deal of mischief. But whence comes the tale of the 20,000*l.* repairs? I have a return before me, in which it is stated, that there has not been a shilling expended on that ship. Why is it to be stated that such a sum has been laid out, when here is a document returned from the Navy Board, which shews that the Dublin has not been repaired; but she had additional iron knees in May, 1813, which were rendered necessary from the failure of the plan of their own projector, who, when he came to see the manner in which his idea had been executed, burst out spontaneously with a declaration of his approval of the work; with that declaration in his mouth he went before those who were to survey the ship for approbation, and expressed himself so strongly, as to render them so satisfied with the work, that one of them declared he should recommend to those employed in the king's yards to do their work in the same manner.

Sir; the inquiry we are on must rest on the utility of these yards to government, and the services they have rendered. That utility would be reversed indeed, if we were to look for ships to maintain our naval ascendancy, to sweep the sea and seal the ports of the enemy, hermetically, as it has been termed, while we were to have from these persons ships which cannot stand, which endanger the lives of all on board, and which form a mere trap into the jaws of death to the men put on board. The public ought to be apprised of such defects if they exist, but they ought to be proved by the strongest facts, or not asserted: and if they were proved, I would not stand before you as I do, the advocate of my clients on the ground of their public utility. I would only ask your commiseration for their weakness. If such a stigma were fixed upon them, and supported by truth, it would remain

with them indelibly ; but I trust a very different sentiment will prevail in your minds, when you see that for some purposes or other, these calumnies have been advanced against them. The impression made by this paper may have sunk deep ; indolence will in many cases prevent its being eradicated, and some one or two persons will be induced to believe this statement from having heard it, and be too negligent to take the pains which will enable them to know the contrary.

Now, Sir, I believe I have nothing further to say on the subject of building in the merchants' yards. I have other objects to treat of, and I will describe what they are. They are the comparison between building with teak and oak ; that a defalcation in other manufactures in the country will result from the employ of teak ships, and the consequent removal of ship-building ; and then, the great question whether there is or not a scarcity of oak timber in this kingdom. It will not be possible to go through all these subjects to day ; and when the committee are informed that I did not get to bed till after five this morning, being employed in the study of this case, perhaps they will have the goodness to think I do not ask too much in requesting I may be permitted to delay proceeding till to-morrow. I trust they will not think it necessary to press me to a further exertion at the present moment.

Adjourned.

HOUSE OF COMMONS.

SELECT COMMITTEE

ON

EAST INDIA BUILT SHIPPING.

TUESDAY, MAY 24th, 1814.

(SIR ROBERT PEEL, BART. IN THE CHAIR.)

MR. ADOLPHUS.

Mr. Chairman. The subject, Sir, which in the execution of my duty, it is now come to me to present to your attention, is one which very principally affects the interests of the petitioners. I mean the change that has taken place in their circumstances of late years, with respect to the building of India-men. I have already premised that this is the principal part of their complaint; that the building of those ships has been the principal support of their establishments; that it has been that to which they have been enabled to look to maintain those men, who could afterwards be employed in other directions, but that was the cause and power by which they kept them together.

From the lists that have been presented to this committee, I find that in nineteen years, (for the year 1814 is not returned), the total of India ships built in the Thames was ninety-eight, and their tonnage was 98,717. The average of building by the year in that whole time was five ships and three nineteenthths; the average of tonnage was 5195 and twelve nineteenthths; and the average of each ship is returned to me at about 1007 tons. The other building in the same yards for the same period was 542 ships, making for those ships 41,552 tons. The average number of ships by the year was twenty-eight vessels and ten nineteenthths, and the average number of tons 2185 and seventeen nineteenthths; the average of each vessel being seventy-six tons.

Such was the state of two periods of ten and nine years, but in separating our view of the subject, a result quite different is given.

In the first ten years, the India-ships built were seventy-seven, and the tonnage 76,127; the average annual building was at that time seven and seven tenths, and the tonnage 7612 and seven tenths. For the last ten years, including in that 1814, the ships built have been only twenty-one, their tonnage only 22,590; the average two ships and one tenth a year, and the deficiency therefore between the first period and the latter, is fifty-six ships, measuring 53,557 tons. It is not absent from my memory, that in the course of this inquiry, it has turned out that in 1796 or thereabouts, seven ships which were laid down for Indiamen, were purchased by government; they, therefore, may increase the average for the first ten years. I have stated my average, therefore is subject to some deduction on that account. It is fair to mention all particulars, whether in our favour or against us.

Now, Sir, during the period of twenty years in which, especially during the latter ten of those years, we have to complain of this deficiency, the India-built ships admitted to registry have been seventy-six in number, and their tonnage 47,475; but by subsequent lists which have been delivered in, and papers subsequent to them again, the ships are carried to eighty-seven, the tonnage to 56,923. Then there is an account up to the 23d of April, of ships that have come here latterly, for these ships keep arriving frequently; they are the Countess of Loudon, of 481 tons; the Marquis of Wellington, of 636 tons; the Swallow, of 353 tons; the Bengal Merchant, of 477 tons; the Radnor, of 478 tons; and the Henry Wellesley of 301 tons.

Mr. Spankie. Those ships are mentioned as lying now for sail in the river.

Mr. Adolphus. Certainly; it is said there are more ships arrived, but this state of things, the introduction of this tonnage upon the Thames builders tallying in a remarkable degree with their deficiency, illustrates their case, and shews that the building they used to execute is taken away as that building is substituted for it; that is one of the propositions Mr. Harrison pledged himself to prove, and the documents go to that proof.

Sir, the returns before you present another view of the subject. There are accounts in page 76 of the evidence, which from the conflagration of the Custom House are necessarily imperfect, but the deductions from which I think it is interesting to state. The building in Great Britain in the year 1788, was 925 ships, containing 91,543 tons; in 1809, which is the last account which can be rendered in a complete state, the number of ships built in Great Britain was 447, and the tonnage was 46,657.

Mr. Wallace. Have not you any account which carries it down later? if you have, it would be better to bring it down to the latest period.

Mr. Atcheson. I am satisfied that account which brings it down later is not accurate.

Mr. Adolphus. I cannot pledge myself to any account that is

not official, or presented to the committee in some regular way. I do not think, except as to the result of one particular arbitration, I have mentioned any thing but what was in evidence.

Mr. Wallace. I meant, that having the account in your pocket almost which does bring it down lower, you might as well state the result at the latest period.

Mr. Atcheson. I do not hesitate to say my account is inaccurate, because the account of the building of the United Empire is blended together.

Mr. Adolphus. This is a diminution of the building, as I am enabled to state it in twenty-two years, of about one half. Now, in the year 1788, the number of ships built in London for all purposes was 61, and the tonnage 16,999. In 1809, there were built 27 ships, and the tonnage 4602, being a defalcation of nearly three-fourths. Liverpool certainly has suffered more; her building in 1788, was 44 ships, and 5731 tons; in 1809, Liverpool built nine ships, which had 610 tons, being a defalcation of nearly nine-tenths of her tonnage. But the depression of her building has been greater than this: for, in one year, she built only seven ships. As this decline dates from 1806, it will occur to the committee to what it is to be attributed. It is separate from this question, but it connects itself with an observation often made, that "persons are full of clamour without any cause of alarm." I know that among the arguments used on the present occasion, that this very one may be instanced and strongly relied on, that Liverpool, by the slave-trade being abolished, was fearful of ruin; but that now the clamour upon that subject has ceased. The clamour indeed has ceased, but that the fear was not unfounded, the document proves to demonstration. If we shew that we feel the effects of introducing Indian ships, and state our fears for our future condition, it is no answer to us to say,—“we have before heard complaints which we now cease to hear, and we consider them to have been idle because they are discontinued.” Men must complain of the probable effect of measures they are seeking to resist, but when the decision is against their interests, I am afraid the silence into which they subside is not indicative of content, but a sad symptom of their hopeless situation. Having made their appeal to the legislature, they can do no more, and must submit. I do not mean to question the wisdom of its determination with respect to the slave-trade; the popularity of the measure, and the general feeling of the country justified and required it, although a great deal may be thought and said upon that subject by persons who view the interests of this country as a whole, and do not separate them into parts.

Sir, it appears from the result of the returns made, and the evidence before you, that the East India company, for their whole trading, can use these ships. I am not going to discuss whether they ought or not to do so, however tempting it may be, having

this book before me * to advert to lord Melville's letter or their own reports. It will be sufficient for me merely to mention them, and if the interest of that body may be presented in answer to our petitions, it will be for Mr. Harrison to offer such observations upon this subject as he may think fit. I only make this observation to shew I am not without the means ; but as that is not a subject at all in proof before the committee, I shall abstain from saying more than that there are such documents, and it would be easy to refer to them.

Sir, as a great part of the employment of the London builders has been in preparing and repairing ships for the use of this company, it is important that the state of their transactions and conduct in that employ should be adverted to. The first witness we called was Mr. Hillman, a surveyor of shipping, employed by the company, and in their interest. It was material to the character of the ship-builders, that we should put out of view every charge of misconduct in their duty; and I think his evidence, joined with some papers which are before the committee, will have produced that effect. The superintendence and inspection for the building of an Indiaman, is just as exact as that for the navy ; so Mr. Hillman proved it, and so it is proved by investigations afterward. I know not how it comes to be said to be owing to the neglect of the builders, but of late years, a considerable number, I think twelve London built ships, have been lost in the Indian seas. That is made a foundation of a complaint, that these ships have been so weak and imperfectly built, (for that is the phrase used) that a new circumstance has taken place in the annals of ship-building, and that ships which never did so before, have now foundered in the Indian seas through bad building.

I do not want to repeat any observation I have already made, but I have in my hand an answer to this unfounded assertion. In page 275 of the evidence given on the present occasion, being the minutes of enquiries by the Directors of the East India company and their officers, as to the loss of twelve ships, (and the name of every ship is mentioned here †) in which it appears, that the ships were badly manned ; that the first six of them, the Calcutta, Jane, Duchess of Gordon, Bengal, Lady Jane Dundas, Experiment, and Lord Nelson, were too heavily laden ; that they went by the head considerably, and had other defects in the manning and lading ; but all this they consider quite insufficient to produce the loss, had it not been for the violence of the hurricane which they encountered, which was such as no man could expect, and which occasioned the misfortune of which they complain ; but with respect to the out-fit and building of these ships, the decision of the committee is clear and strong ; that

* Alluding to a volume intitled, " Reports and Papers on the Impolicy of employing Indian built Ships in the Trade of the East India Company, and of admitting them to British Registry."

† In the Quarterly Review, No. XX. p. 473.

there is not the least complaint to be made on that head in any respect; and, in pursuing the enquiry with an attention to every circumstance, with a monition to those employed on it, that the losses in property were of serious importance to the company, and the losses in lives were truly alarming; with that monition, a gentleman who was employed on the occasion, in his report, makes the following statement. "It may be expected I should also state something as to the hull and equipment of your ships. These are inspected so closely by your surveyors and master attendant, and the charter party is so express, that *no ships can be better equipped or sent to sea.*" Now, to be sure, if terms were selected on purpose to refute the calumny; if we had been accused and gone to this gentleman for evidence of character, it would amount to a complete acquittal. But this enquiry having taken place many years ago, and being in the possession of those who chose to seek for it, it is too much for any man who in giving his own opinion affects to guide the judgment of others, to lay the violence of nature in the hurricanes of the Indian seas, and other circumstances; such as waiting for convoy, and the pressing of men out of sight, and untruly assert that the builders construct their ships so ill, that they founder at sea, and every soul on board perishes. There is a report made upon the subject, which is signed by Charles Grant, William Astell, John Bebb, John B. Taylor, Campbell Majoribanks, William Wigram, James Pattison, George A. Robinson, George Millet, and Robert Williams; the document in particular to which I have alluded is signed by Joseph Cotton, a director; he seems to have interested himself in the enquiry, and appears to have been mainly relied on.

Mr. Smith. You could not have a better man.

Mr. Adolphus. If any impression has been made to the disadvantage of the petitioners, on account of their work being imperfect, it ought to be done away by the evidence here, and whatever has been so asserted as to any demerits of theirs, will not, I trust, enter into your decision on this question. In the fevered state in which the minds of these gentlemen are at present, I have papers put into my hands to make statements as to particular ships; with respect to a ship that made more voyages of discovery and circumnavigation than the famous *Whitby* ship which carried Captain Cook, but I forbear going into it, convinced that when a strong case of character is made, it is unnecessary to go through all the facts which constitute the formation of that character. It is by setting up the broad shield of general defence, that we must support such a cause as this, and the refutation of the assertions as to the twelve *Indiamen* I have referred to, goes in aid of the general character; and these gentlemen must not suffer from any imputation so cast on them.

Now, Sir, there is a document also put in, which in its general result tends to support the case of these gentlemen strongly, and to shew that nothing has been done on their part which should

entitle them to censure; the report I allude to is in page 296: three periods of six years in the time of war are selected, when the assembling of ships for sailing in convoy is supposed to be the same; it gives an account of the ships captured, but I omit that, because it does not apply to the case before you. The first period stated is six years of the American war, from 1776 to 1781; the ships the East India company sent out to India then were 141, out of which were burnt or lost thirteen, being an average rather less than ten per cent.; in six years of the next war, from 1792 to 1797, the East India company sent out 291 ships, out of which they lost seven; that gives an average of three per cent.; and in six years of the next war, from 1801 to 1806, they had 358 ships, out of which they lost eight, being an average of about two per cent. and no more.

Mr. Spankie. You take in a period of peace.

Mr. Adolphus. I beg pardon, I do, and although the news of peace could not have got from this country to India long before the war broke out again, still the peace of Amiens must have been reckoned upon there in some manner, but such the return is, and I have made use of it to shew there has been a diminishing loss in proportion.

Mr. Wallace. It is an odd sort of selection among the years.

Mr. Adolphus. I do not know why it was selected, nor how the paper was moved for or obtained; from 1792, the beginning of the war, is an important date, it was a very active period; after the year 1797 the enemy had no navy to speak of, therefore that is a fair period; and from 1801 to 1806 I do not know how those six years came to be selected, but as the paper was before me, I made the observation upon it which occurred to me as natural, and with that result I present it with all its imperfections to the notice of the committee.

Mr. Wallace. From whence does that account come? It is not signed by any body.

Mr. Adolphus. The paper marked number 40 is signed, and this is a paper which is annexed to it for its better understanding; it is part of the report on the twelve Indiamen.

Sir; the importance of this building to the individuals who are petitioners before you becomes more and more conspicuous in every way we view it; in the evidence here we have many statements relating to the employment of men, to the consumption of materials, and to the various ways in which it interests the builders particularly, the revenue and the community at large; I will present one or two to your attention as they stand on the evidence, selecting the particulars. I find that an East India ship of 1200 tons, if built in eighteen months according to one witness, takes from twenty-four to thirty shipwrights, but in thirteen or fourteen months, she may be built by employing from forty to fifty hands. I am taking it as it is on the evidence.

Mr. Smith. The witnesses differed on that subject, but nearly all of them corrected themselves afterwards, and pretty nearly all agreed together as to the number of men employed.

Mr. Adolphus. It appears that a ship of 1200 tons would require sixty-five tons of cordage for her first voyage, and forty-five tons for every following voyage. It appears in page 42, that the price of that cordage fluctuates between 60*l.* and 120*l.* a ton, and that no particular rate of charge can be stated for the manufacture, the cleaning and the various other things described. The duty on each ton of hemp is 9*l.* or 10*l.* The sails required for a 1200 ton ship on her first voyage are two suits and one third, and one suit and a quarter on each succeeding voyage; a suit of sails costs 840*l.* and occupies 8500 yards of canvas. This is a matter which attaches to the building of a 1200 ton ship; this is the employment of men whose numbers I think have been rather understated by the witnesses; and these are the various sources of revenue and emolument which we say will be removed from this country. An 800 ton ship (I shall carry it no further than this, although these particulars are in evidence as to ships of 600 and 400 tons) occupies 50 shipwrights, the witness said so, the number strikes me as being too large.

Mr. Wallace. He spoke of sixty men being employed on a 1200 ton ship, and stated that half of them were shipwrights.

Mr. Adolphus. But he afterwards said that a hundred persons were employed on an 800 ton ship, and that half were shipwrights. On her first voyage an 800 ton ship takes 50 tons of cordage, and on the following voyages 35 tons each. Her sails are 6300 yards of canvas to a suit, costing 950*l.* and she requires two suits and a third for the first voyage, and on the following voyages one suit and a quarter each. I mention these particulars, as the details only can lead to the general results, and as the removing of one class of building and the other must contribute to the exclusion of the employment of all these materials.

Sir; with respect to the routine and costs of repairs, those are given in pages 4 and 5 of Mr. Hilman's evidence; and it appears a matter of great importance; indeed the expences are very considerable; but I forbear to say any thing about them now, having in my view to compare them with the repairs of teak ships, and they will come together fairly in that division of the subject. There is a mode of repair by doubling, which is peculiar to the London building, which gives a great deal of employ, that has prolonged the lives of the London ships, but is performed at a very considerable expence, though it has its advantage both to the ship owners and to the London builders. In speaking of this portion of building, and the repairs to be employed upon these ships, of course it naturally occurs, and it must form part of the observation on my case, that the ships built of teak must be better and more perfect, and require less of these expences, and must therefore be beneficially and pro-

fitably employed by those who possess them. Of that it is not my intention to deny the slightest particular. I have collected from the evidence that which was not new to me, the great strength and goodness of the teak weed ; its ability to stand all climates ; its aptitude for masts of the largest description : and I also collect with regret, that it cannot be imported into England in an unmanufactured state, with any chance of benefit to the importers ; that the length of the voyage would consume more in freight than the using it would give advantage in price. It is a part of the case which presses on me ; because I know it will be easily described by my learned friends, that the possession of this article is a great good, which the petitioners call on them to renounce in favour of other advantages which we call more extensive and beneficial.

I have already presented some of these topics to the committee, and I am to observe on some others, but principally the maintaining here the manufacture of ships of large size, by the merchants' yards, for the benefit of the country and of government ; the necessity of keeping together the artificers, who in times of war can be brought into the service of government ; and these establishments, which, in those times, can assist the government service ; and the necessity of keeping up these trades in time of peace, which interweave themselves with the naval greatness of the empire. These are the points which I am to insist on, as countervailing the advantage of possessing this particular species of timber, when we have felt no want of it ; when we have no want of it now ; when all done hitherto has tended to our advantage and glory ; and when we must forego those, to procure this addition, which we say we can dispense with.

Sir ; the ships which are built of teak wood certainly present no subject to complain of with respect to their purchase, equipment, or duration. They have in these respects advantages over our ships. It will be open to discussion, whether the first cost of building a teak ship is or is not greater than the building of an oak ship. The accounts before the committee do not convey any certain information, because they are made in a way which does not permit us to judge on it. The evidence of a gentleman who has a contract for a ship 1200 tons, now coming home, who expected to have her for 65,000*l.* has been far from decisive ; because 15,000*l.* more, I think, are to be paid, which will bring her to the price of Thames ships of the same dimensions. But it stands clearly in the evidence before you, that the advantage in freight is a weighty counterbalancing circumstance, and does throw a decided advantage into the scale of the owner of Indian ships. I know, by the course of examination pursued, that this is taken to be a contingent advantage, that may be a benefit or not. He who is to find freight, may or may not lose by the voyage ; and if he loses, the beneficial contingency will not take place ; but I am not aware of the force of that argument. If a merchant sends

home goods from India, he must pay the freight, just as every other man must, whether he gain or lose by the voyage. If he is an owner of the ship, he does not gain the freight in the first instance, but he gains the advantage of trying the market by sending home his cargo free of expence; there is the gain which he has to look for, and there is that which constitutes the main difference between the building here and in India.

There is an allowance here for what is called war building, which Mr. Morice treated as superior to this freight home; but I believe he was not quite founded in that, taking the facts as they apply to one ship and the other, and taking them by their effects, which is the best test of all arguments of speculation, and the best rectifier of supposition.

Now, sir, let us see what experience on this subject teaches. A ship comes home from India, having got a good freight, and made a fortunate voyage. The ship the General Hewett of nearly 1000 tons came home under these circumstances, and Mr. Larkins might have purchased her in the river, she having had the benefit of her freight home, for 35,000*l.* but in a condition that he would be obliged to lay out 20,000*l.* upon her; therefore the sum of 55,000*l.* was the price which he would have paid for a ship of very nearly a thousand tons—one of these excellent teak ships. He was building a ship of the same size and dimensions in the river, and his contract price for her to free her to sea was 69,800*l.* That decides the question.—When a ship which has made her profitable voyage, which is a new ship, has no drawbacks—has put a freight into the proprietor's pocket, can be sold brand new in the river for 55,000*l.* while the building of a similar vessel in the river comes to 69,000*l.*, there can be no doubt which of the two ships must be deemed the cheapest. There is an end to the question with respect to buying one ship or another. The regulation for war building was in force, but this ship was immediately taken into the Company's service; it had the same freight as the Thames built ship; it had the same war allowance as the Thames built ship; for so the evidence goes; and it goes further; that the India ship, a ship of longer life, would have cleared itself entirely, and be free of expence to the owner after the third voyage.

Mr. Fawcett. What ship do you allude to?—*Mr. Larkins* I think only spoke of the Larkins.

Mr. Adolphus. If the committee will refer to his evidence in page 119, they will find he mentions the General Hewett. He first speaks of the Warren Hastings, and then he is asked, "Do you know the General Hewett?" "Yes, I do."—"Was the General Hewett an Indian built ship?" "She was."—"What was her tonnage?" "Somewhere between 900 and 1000."—"Was it near 1000?" "I believe it was nearer 1000 than 900."—"Do you know the expence of building and cost to sea of that vessel?" "No, I cannot say; she was tendered to me to purchase by the owners in this country, and they asked me 35,000*l.* for her."—"What age was she when she was tendered to you?" "She had only made a

freight home, and a very fortunate freight home, by which they made a great deal of money, for she came home loaded with rice at the time that rice was very scarce, and they made a great deal of money upon her.”—“She was a new ship to be taken up by the East India Company in this country or for sale?” “Yes.”—“Did you purchase her?” “I did not.”—“What became of that ship afterwards?” “She is now on a voyage for government to Port Jackson, carrying out stores and convicts, and having a charter from the company to bring home tea from China.”—“When you state that the ship was offered to you for 35,000*l*. I wish to know in what state of equipment she was—was she then equipped and ready for sea, with the exception of provisions?” “No, she was just then beginning to fit out, she had made the contract with government; but I considered that she would have cost me near 20,000*l*. to have fitted her to sea.”

Mr. Smith. It does not appear what she was built for in India.

Mr. Adolphus. Certainly not.

Sir Charles Monk. It appears to me we are drawing the counsel from his course. If we were judges, and he was addressing a jury, and was mistating the matters which he was recapitulating, and which we should have to recapitulate after him, we might correct him; but when we fill the double capacity of judge and jury, and are bound like a judge to have all the matters taken down, and are furnished with all the documents which we are bound to know the contents of, we have the advantage of making any use of them, if he mistate a fact to correct him, and thereby perhaps place him under as great a disadvantage as he can lie under; therefore he is bound, by every tie that can bind him, not to state any fact incorrectly.

Mr. Smith. I apprehend, if a counsel were mistating a fact unintentionally, the court would have a right to interpose, and to refer to the fact to see whether it were rightly stated or not. I do not think we have a right to interrupt him in drawing his inference, but where he is stating a fact we may correct him.

Mr. Adolphus. I have not been understood if there was any occasion to interrupt me at all. I do not pretend to decide whether or not the building of ships in India is dearer than in London. The calculation of rupees does not present a clear result. Something has been stated with respect to war allowances and freight home, and it has been said, that the one is an advantage equal to the other; the practical proof is this, that an India built ship of a certain tonnage was sold for 35,000*l*. subject to an addition of 20,000*l*. for repairs, when another ship to be built here would have cost 69,000*l*. I believe this, in a few words, is the substance of what I stated to the committee when the question was asked what ship I spoke of. There was a ship called the Larkins, on which the witness stated he had laid out a considerable sum of money, but he considered it a sort of pet or a hobby horse, and laid out money upon it, as another witness expressed himself on a similar subject, because he had a particular regard for the vessel, just as he would

lay out money on his own drawing-room, not to make it useful, but to embellish it; to make it more like what his own looking-glass represented to him that every thing which bore the name of Larkins ought to be.

Sir; with respect to repairing the ships, I have already noticed how much of the employment of the London builders is derived from that source; that teak ships shall be repaired here to any considerable extent is extremely improbable. The witnesses have told you the repairs they have undergone in London, and I will state the substance of them; but when the matter of the repair can be obtained in India, the cordage and sails, it will be much to the interest of the owners to do it there, and that to repair the Indian ship with Indian wood, on the spot where it is to be obtained, is their interest, and that it must be their practice no one can doubt. But on the subject of repairs, here is the evidence of Mr. Noakes at page 338: he is Messrs. Wigram's leading man, who speaks to ships repaired in his observation. He states that the Surat Castle (for I take the first set of figures only) of 1139 tons, going on her first voyage, cost 4417*l.*; on her second 3472*l.*; on her third 2396*l.*; on her fourth 1751*l.*; making in all 12,036*l.* spent in repairs on those four voyages. But of the first voyage it is necessary to observe, that much of the expenditure was not rendered necessary by the state of the ship, in a general view, but was demanded by the Company, in the way of fastenings, such as they thought more fit for their service, and such as they thought more conformable to the views of that body, who, as their own insurers, are obliged to go on their own particular plan, though it might be to the advantage of the owners in other cases not to pay for that sort of repair, which in the service of the company is absolutely necessary. A deviation from approved modes might expose the conduct of the directors to censure in those general meetings where their conduct will be canvassed, and it is their interest and their duty to avoid every thing which stimulates the eagerness generally felt for enquiry. Therefore, on the first voyage, on coming home from India, when the ship was in the best state, a greater sum was laid out upon her than afterwards, but that falls into the general amount. In the same time, the Royal George of 1275 tons, a Thames built ship, was repaired in the Thames, and she cost for her first voyage 1497*l.*; on her second 5945*l.*; on her third, which is the voyage when she undergoes a thorough repair, 14,852*l.*; and on her fourth 1530*l.*; making in all 23,824*l.*, spent in her repair in the time that an Indian ship cost only 12,036*l.* I am told all the accounts give the same proportion, but I only use these figures as leading to this conclusion, that if we could expect the Indian built ships would be repaired in the Thames, still their repairing would be a feeble substitute for that of the Thames built ships; but the removing it altogether is exposing us to that destruction which we are here to deprecate.

Sir; the different parts of the subject, and the manner in which the various trades connected with ship-building will be affected by

the removal of the building and repairs from the Thames have been discussed in examining the various witnesses that have been called to speak to different parts. I will give the result of what they state, not wishing to go through the evidence, but, at the same time, to apply it according to its nature.

With respect to the masts and spars, a witness in page 66 states, that he used to employ from eighteen to twenty-four men, that now he only employs ten; and another witness, circumstanced exactly in the same manner, puts twenty-five in the number he did employ, and eleven as the number he employs now. They say Indian masts are as good, and, in many respects, better than the masts of this country. They are not so light, and therefore the upper masts of the ship, and some of the light spars, must still continue to be of fir, I suppose of some foreign country; I believe they will not be British growth: and they state something of some masts having been imported; but the evidence of those who have viewed the ships is, that they have come home latterly, entirely with masts of their own, that nothing but the lightest part of the material has been had from this country.

With respect to the block-making work—there the teak wood enjoys a great advantage—in gun carriages it is admitted it is better, and must supersede our oak altogether, and a very little ingenuity will enable the Indian builders to make entirely their own blocks—there is an end of that trade.

The cordage has been the subject of a great deal of enquiry. The Indian hemp, under the various names of Sun, Salsette, and Concan hemp, is so good and so copious that the witnesses seem of opinion the Indians will have no need to resort to this country for cordage: the machinery they have not yet got, but they have means of supply which will keep them free from the necessity of recurring to this country for any of these articles. The East India Company, it is said in the evidence, certainly continue to supply their ships with cordage made in London, or at least with British cordage, but they are not bound to do so; there is nothing to compel them, but a feeling in their minds that they ought to employ persons they have long continued to employ. When the ships shall be found to be as well and much more cheaply supplied in India, there is no doubt that the trade will be removed; it is in the nature of things that it should be so; and it is doing so as rapidly as it can. Then all the employment, all the revenue, and all the advantages which are derived to the country by making these materials here, must be transferred to the people of India. There are tables before you at page 94 of the cordage exported to India. I am not so well aware of the proportions between the quantum of building carried on in India in one year and another, as to state the result practically. For want of the materials for comparing the years in which many ships are built, with those in which few ships are built, I cannot present any clear result which would tend to elucidate the question; but for a certain number of years past the exportation has been diminishing. In 1799-1800, twelve

hundred tons of cordage were exported; in 1813-14 it has come down to 235 tons; but 1813-14 is not the lowest tonnage; there are other years lower, and therefore I cannot say that that arises from one cause or another affecting the question before you; the fact is, that the exportation has decreased, but from what causes it is not in my power to make any assertion.

With respect to sails, the Indian manufactures are equivalent to the supply of them. It has been asked of the sail-makers who have been called, whether the Indian sails are as good as those made here: they answered no: I cannot doubt them when they say so; but they shew the effect the system in question has upon the interest of their trade. Although the sails may not be so good as ours, says one witness, the difference in the price, and the facility of getting them will make such amends, that, as the ships I have seen have been equipped with Indian sails, so they will continue to be equipped.

What then remains, Sir, in the equipping of ships? I have spoken of the masts, the blocks, the hemp, the cordage and the sails; why the metallic matters, iron and copper are still to be found from this country. Speaking upon existing circumstances, and I do not wish to go into more speculation than can be avoided; I do not wish to view the state of things that may arise when the manufacture of metals shall be brought more extensively into use there; when the steam engine shall travel there; and when the means possessed in South America shall be carried there. I do not wish to speak of the enterprising genius of the people of India, in getting every thing that is for their benefit in a commercial view; I leave these matters to operate in their own way; it does not occur to me that they have yet made any great progress in supplying iron or copper for their ships; and according to a specification of a contract that has been delivered in, it is very probable, that for some time they will be supplied from this country. A most miserable residue to atone for all the industry and capital that have been employed, and all the revenue and profit that have been derived from arts which support a most useful class of men, and from all those labours which conduce to the support of those persons who work up the prodigious fabric of a ship in this country. A most miserable residue to leave, nails, and bolts, and copper sheathing, and a few trifling objects beside to be made by these persons, after taking from them all they had before.

Sir; In the course of this address, I think I have adverted to most of the topics which have been urged in favor of the measure about which we are now treating, excepting one which I have reserved for the last, which has been the subject of investigation by the examination of no less than fifteen or sixteen witnesses, and about which we could have gone on to the extent of thirty, forty, or fifty witnesses more. I mean the question, whether, in a public sense and view, it is necessary that the teak of India should be brought in to supply the deficiency in the oak of this country for ship-building purposes. It is our case, we have put ourselves upon it, to shew that of oak

timber there is no scarcity. To that we have examined our witnesses; to that directed a great portion of enquiry; and on that, the result, I hope, is satisfactory. As a case of scarcity, I should imagine it lay on the other side to prove something positive on that subject. I am not aware how they can prove it; it is supposed the scarcity exists every where, but wherever you put your finger you cannot find it, you cannot feel it, no man knows of it, and every man denies it who has been examined. Who are the witnesses called? every class and description that can be interested upon the question, and interested in every various way. The grower finds no scarcity; the middle man who purchases on the ground finds no scarcity; the ship-builder finds no scarcity, and the merchants who go to buy ships when built, or to buy timber, find no difficulty to obtain what they want, they never perceive or believe there is a scarcity. Yet the notion has gone forward to the public, and whence may we say it is derived? From speculative observations, and from the interested representations of those who have to make contracts applying to timber. When I called two of those persons, there was a great deal of triumph as to the manner in which I was likely to manage my case afterwards. The one had concurred in a report which pointed to a future scarcity, the other was an agent or partner of a house conducting great contracts with government. That I should get from them every thing in support of my case I was not so blind as to hope. I never envy any man's triumph, and I cannot say that I feel at all affected by a triumph which precedes a victory, as I think I shall shew the case to be here.

Sir; The purpose for which I called Mr. Driver and Mr. Morris was, to shew in what way, and by what means, the notion of a scarcity has been promulgated. Mr. Driver has no interest on the subject; he has made a report, and he has assumed the character of a prophet, and he stated again and again in his evidence here, that there is no scarcity at present; he has repeated over and over that there is no scarcity, that he has not perceived any, and does not feel any probability that there will be a scarcity until the end of five and twenty years, and then his prophecy is to take effect, and England is to be ruined for want of oak timber. The other gentleman, who has a present contract by which he is to gain a present advantage, (and the contract shews there is no negligence on his part; the correspondence of Messrs. Bowsher who are connected with him, shews they did not pursue their interest in the contract with any coyness or reserve) that gentleman says the scarcity is prodigious. "I know," he says, "such means are taking, that in five and twenty years there will be nothing like a scarcity, then there will be plenty of timber every where; when I have made my fortune and gone to cast my account elsewhere, there will be plenty of timber to be had, and government may make a better bargain with somebody else than they could with me."

With this view these two witnesses have been brought, and for the purpose of this contrast we have taken their evidence; because I insist that it will tend to shew that the public ear is in some way

“rankly abused,” that the scarcity is pretended only; certainly by Mr. Driver with the best intentions; for I dare say he speaks as he believes; but surely very little reliance can be placed on witnesses when they make such statements from such causes, and in such a manner.

Sir; I know it has been intimated, and perhaps I have heard it from my learned friends or some other persons, that these are my own witnesses, and therefore I must be bound by all they say. Now that, to be sure, at Nisi Prius, would be an observation of some weight; because there, one single issue is to be tried, under the forms of law, and no collateral matter is to be enquired into unless you take upon you to make it evidence. There you are bound by the witnesses you call; but in an enquiry like the present, I must animadvert upon testimony, and examine whether he who knows every thing most exactly, has treated me fairly, and given me the truth in the way I have a right to expect it.

Sir; these two witnesses contrasted as they are, are also considerably weakened in their testimony in other respects. Mr. Driver, himself, in the course of his examination, after the report had been put into his hands, and he had swallowed the whole of it, began to qualify as to expressions.—I do not think, he says, that word *economy* came in by my direction; it may be wrong, but it is my opinion: at first he said his brother knew more of the subject than he did, and he, when called upon, knew nothing of the scarcity. If I were to refer to all the parts of what the witnesses have said that are important, I might refer to all the pages of the evidence given; and for my own guidance in this discussion, I have made at least twenty-two or twenty-four citations of passages wherein the same proposition is stated. To every question on the existence of a scarcity the answer is, no, no; there is no scarcity; there is nothing like it; we never felt it, or perceived it; we never feared it, or had a cause to fear it.

Sir; when I speak of Mr. Morris's evidence, it is also material that I should point out where he cannot possibly be correct. It is very natural, and I am not rash to censure a man who does not like to disclose the nature of his particular dealings. When I say I am not disposed harshly to censure, do not let it be understood that I applaud such conduct in persons who have their minds directed to particular interests, and who have not so general an excuse as this witness; but he stated some things which I think cannot be exactly correct. He states that there is a great scarcity of timber, that it is such that he has had great difficulty in performing his contracts, and leaves him no hope of a facility in performing them in future. Yet he sells to Messrs. Wigram's house in ten years, timber to the amount of 170,000*l*. He stated that he would be glad to purchase now at five per cent. less than he did last year; and yet Mr. Richardson says he has a quantity to sell at 7*l*. per load, being twelve per cent. below what it was last year. And sales by auction are proved to have taken place, and Mr. Morris, for the interest of himself and Mr. Larkins, can have gone to none of these sources, though he might have been

amply supplied at each of them. Then, without affecting his credit, without imputing to him that he is doing more than is natural for men to do for their interest, I say such persons, supporting such representations, supporting them by no instance, but merely stating them as the representations of their own minds, cannot be depended upon, and that if the case is only to be made out by the wailings of Mr. Morris and the apprehensions of Mr. Driver, we may say there is no scarcity existing. If it does exist, I call upon my learned friends to shew instances of it; to shew districts cleared of timber; to shew that some great public works have stood still; that some great disasters have befallen; that the establishments have diminished; that the dealers have not found employment for their capital; and to shew some of those appearances which indicate a reduction in the quantity of other articles of necessity, or else it cannot be taken, against all the evidence adduced, that there is the least pretence of a scarcity.

Sir; our evidence is, that the growth of timber is encouraged in an unexampled degree. Mr. Harvey, who combined more intelligence, more calmness and exactness of view, than almost any witness ever produced on a similar subject, gave testimony which was complete and decisive in my judgment. Is there a decline in the production of timber in this country?—"No," says he, "for one oak that is cut down, a hundred are planted to my knowledge; for one acre of wood land that has been grubbed up, a hundred acres have been set out under my observation." Now, that is the evidence a man gives of subjects within his own knowledge and experience; extending to an estate of very large magnitude, and surrounded by other estates, to which it seems Mr. Morris could not find his way, but all possessing timber of the finest quality. Is it ornamental timber?—"No," nothing like it; "it is timber in regular cutting, or capable of being brought into regular cutting, and lies there ready and capable of being produced for every purpose for which it can be desired. Is he the only witness to that?—"No;" many others, using their eyes, say, "wherever I walk or travel through the kingdom, there is plenty of timber." They speak to the present produce and the future hope; the one as ample beyond all calculation, the other as promising beyond all example; and they all state that there is nothing like a scarcity really in existence, or to be apprehended. One man says so from the mode of preserving timber of all ages and descriptions: he says, "the young trees in the hedge rows we now give a premium to preserve, so anxious are we to encourage the timber, knowing its use, and appreciating its value justly." This is the state in which the country is, and this is the state of things on which the charge of scarcity is to be founded.

Sir; it may be said that the inference of scarcity will arise from various causes; and that although no actual scarcity may be proved, a probability of it may be inferred from appearances. I know of none such, because I take it that the spirit of producing that which will hereafter be necessary, bottomed on the certainty of extensive

consumption, and the probability of its procuring a good price, can never fail in a country where people are so considerate of their own interest, and never negligent of the public good, and these motives will secure the cultivation of it. In these circumstances, it is not probable that there will be a falling off in the production of timber.

Sir; the high price at which it has been, has afforded some notion that there is, or may be, a scarcity. I do not believe that such a notion can be well founded. We have examined witnesses to that point, every one of them being pressed as far as possible, and what is the general assertion with respect to the price of timber? Has it advanced by an artificial exertion? Has it advanced as something that is going to be scarce?—No; the evidence has been, that relation being had to the price of every thing else, timber has not advanced more than other articles. So it stands on the tables, on all the evidence, and such must be the result of that experience which must guide us here. Timber has never been three times as high in price as it was five and twenty or thirty years ago. I believe there is hardly an article of which we can say the same. The timber has been acted upon as to price, but then it was not to such an extent as to violate its proportion with other articles of purchase and sale. I should be sorry if any thing I said were subject to any doubt or any supposition of fallacy, when I advance it on my own memory; but my own memory with respect to many articles of daily consumption, does enable me to say, that the increase in the price of timber is not beyond them in the scale of proportion. I have known the quartern loaf at sixpence within twenty-one years. I have known it at one shilling and eleven-pence within that time, or very near four times the money at which it has been. Timber has never been three times as high in price as it was twenty years ago, and the price is still in relation to other things nearly what it ought to be. Wine, twenty years ago, I can remember at a certain price, very short of a third of what it is now to be bought for, and every article comes into the same scale of comparison; and I can pronounce strictly, and I could verify it by tables which could not deceive, that there is nothing in the advance of timber beyond the price which persons must pay for every other article of produce. They who sell timber must regulate the price by their expence in other articles; and the price afforded during the last twenty years would not produce much more of those than the price which could be obtained at any antecedent period.

Sir, I have here a paper which has been made up this morning with some degree of care, with respect to the advance in the price of timber from the year 1663, to the present time; and it is remarkable, that from 1663, to 1756, the price continued nearly the same; it then advanced; but from 1756, to 1791, it continued at nearly the same price. It is an extraordinary instance, that any produce of the soil, at a time too when the clamour of apprehended scarcity made its appearance, should have remained for so long a period without an advance in the price, although building went on,

and although a great deal more of the timber was thrown away then, than has been thought proper of late years. Then if neither high nor low price is a criterion of scarcity, the committee and those who are to judge on the subject, must resort to other principles that are more wide and general; similar to that which I have already adverted to; that wherever any article can be produced, wherever the attention is called to it, in no country will that article be ever really scarce. There may be difficulty in obtaining it; particular individuals will have their particular views; some will cut and some will not; there are particular feelings on the subject; those who will not sell this year may be induced to sell in the next, and so with one thing as with another; that which is kept back unduly at one time, comes forward for the general good at another, and no pressure will be felt, because interest will form the great cause of action in every man who lives in this world.

Sir; it may be said, for the enquiry has gone a little in that direction, that because economy is used, therefore a scarcity must be felt; but that is no proof of scarcity; it is a proof that the subject has attained to consideration; that it is recommended to the attention of those who possess and use it, but it no more proves scarcity than it proves the opposite. Timber is a thing which being encouraged may be produced to an undefined extent; it is now used sparingly; iron is substituted in parts because there was a waste of timber in the use of it; the course of improvement suggests economy on that which bears a good price, and recommends the substitution of manufactured articles for the mere produce of the soil; but there is no reason to infer a scarcity, merely because economy prevails in the use of that which we possess. It is said, the high price has caused an apparent plenty, which does not exist in fact, that it has occasioned a great deal of timber to be brought to market, in hopes of gaining a high price, which otherwise would not have come;—so it ought—that is the way in which a supposition of scarcity alone can be repelled; that a high price does bring the article to market, far from proving a scarcity, is a strong argument in favour of the plenty, because it shews that it wants nothing but to fix a man's attention on his own interest, and then he will give that which you want, although he will not when his attention is less excited. A strong instance was afforded by a witness we called before you, Mr. Ellis, who wanted to make a moderate purchase of timber, and when he came to converse with the grower upon the subject, he said, "I should like to give you 30,000*l.* for your timber." The gentleman heard it with surprise; he did not know its value. 30,000*l.* would have been an establishment for a son, or a portion for a daughter. When the sum was mentioned, he was surprised; he had never contemplated such a treasure. That must have been the case with many persons who had timber almost useless on their estates; many persons knowing the value of the article have been induced, not to cut down their woods, but to thin them; to put them into that course which Mr. Harvey and the other witnesses have described, which produces a liberal

supply for the year, and can continue the supply to an undefined extent of time.

Mr. Harvey says we shall produce timber not large, because I call that large timber, which, to judge of it, (when it ceases growing I do not know,) ought to be at least five or six hundred years old; perhaps that may be exhausted in my time; but we shall produce abundance of timber fit for the highest purposes of ship-building; he has no doubt of being able to supply it in any quantity proposed to him. So they who have visited Kent and Sussex, and those who have been through the other counties, all concur in the same declaration, that there is plenty existing, that there is plenty to be brought forward, that nothing but the want of stimulus and price can operate to prevent them from bringing it to market when really called for. The evidence of plenty which we can give cannot be definitive: we cannot send commissioners to view every estate, and see what quantity each will produce. If that could be done, I have not a doubt the result would astonish all mankind. The casual observation made by witnesses we have called, and that extending to a few counties, and excluding many in the north of great importance, is, that there are abundant supplies of timber; there are woods of twelve miles in extent, of which we take no account; there are woods coming forward on which we do not calculate; but looking at this nobleman's and that gentleman's estate, not speaking of those undefined masses which the witnesses describe, such as twelve miles, or an unestimated portion of land, in extent; not speaking of Lord Bagot's woods, which his own steward did not pretend to define, when he spoke of cutting 2000 loads in Staffordshire, and 250 in Wales, this year, excluding these, there is an abundant supply.

Sir; I have here a pile of correspondence with a contractor who is coquetting with the Board, and chusing to say, "Oh, I shall have an amazing difficulty in completing my contract: and really if a peace comes, it is the most alarming thing in the world; for then I shall be a loser—the bark will not be so valuable as it has been; and you do not know the loss I shall have on that score; you cannot apprehend the difficulties I shall have in going about the country to look for timber: I wish you would relieve me from my contract in some way." "Ay," says the office, we will pay you more money, and faster, and do a great many other things for you; and we now press you to go on with a further contract; will you do it or not?"—When this peace is realised, this gentleman who has been coquetting this way through a number of preceding months, stating all these difficulties, comes to the point, and says, "We now beg to state our readiness to supply the 20,000 loads of oak timber, thick stuff, and plank." This is a letter delivered under an order of the Committee; it is Mr. Bowsher's concluding letter, after his coquetting from December 1812 down to April 1814.

Sir; this gentleman, and those who are concerned with him, have gained the ear of government, and in the contracts have always had the preference in all ways, and to all intents and purposes; we cau-

not, therefore, at all wonder at his representing timber as scarce; and that we have some difficulty in extracting from a witness connected with him a confession that they go out with their eyes shut; that they cannot find their way to Limehouse to purchase timber; that they cannot open their eyes to the newspapers, to see advertisements of sales of timber, before masters in chancery, and by auctioneers; that they can see nothing, at least nothing which they can relate in this place. But it is through the interested clamour of these persons that an apprehension of a scarcity has arisen, and continues to be diffused. Every Englishman who reflects on the means of maintaining that arm of our strength, the navy, if he is told there is something in nature, or some political cause, which may produce, at some future time, a want of those means, is alarmed on the subject; and therefore it is these prophets of evil as to the future, and these assertors of it as to the present, gain a ready belief. Nothing is so easy as to make the assertion, and then pointing to the rise of prices, to ask, is not that a proof of scarcity? I answer, no; the difference in the prices of transport, the difference of taxation as affecting those who grow timber, every extrinsic circumstance connected with the article, shews the real origin of the advanced prices which are relied on. I say there is no proof of any thing like an actual scarcity, though these gentlemen choose to assert it, nor any reason to apprehend a scarcity in future, although these prognosticators fancy they foresee it.

Sir; I know that in the course of this inquiry questions have been pressed to the utmost extent upon this subject; and it has been said, take the greatest year of war-building and of commercial building, and suppose the same rate of building to go on for the next twenty years, do you apprehend there would be then a scarcity? Even that question has been answered: No; with the proper encouragement given to our natural trade, we have no doubt the supply would be adequate to the demand; and every person in a situation to profit by that encouragement will bring their timber to market, and continue its growth, being certain of its consumption, and of a profit to be made by it.

Sir; I have noticed the number of acres which one of the witnesses has pointed to as having been planted, and the number of trees which have been cut down, to compensate for those which have been taken away, and the great efforts that are making throughout the country to continue the supply of timber, so as to meet every probable extent of demand. That this care has been fully and adequately taken, appears from the whole course of the evidence. The testimony of Mr. Major Bull, on the home-counties, has been particularly pointed out to me. He carries his observations to Hampshire and Berkshire, and he makes this proposition quite clear, that every care is taken to make the supply equal to the demand, and that every day shews an increasing attention to the subject; his evidence proves, that old land will not be taken out of timber in order to be made pasture, because it is not so profitable, not so wise a way of disposing of land, nor so sure to produce an ultimately beneficial

result, as the laying of it out to timber. I know in this I meet the assertion of these critics again; I know we are told, that no tree ought to be planted on land that is not worth 20s. an acre; and that if you take 20s. a year and add it together for a hundred years, and continue to get compound interest upon it every year, it will amount to a large sum of money.

Sir; I never trouble my head with these fopperies, and therefore I cannot pretend to answer the critics in their own way; however, it seems the result is, that cut down your timber at the end of the term, and you will find your profit less by 1000%. upon the acre. For the purpose of instructing young gentlemen, nothing can be more proper than to set them upon making calculations of this kind. I remember being very much amused when I was a boy, by a calculation, I believe Dr. Price was the author of it, that a single farthing if it were laid by at compound interest, I don't know whether from Noah's flood or the birth of our Saviour, would have produced a piece of gold larger than the whole earth. But can you lay out a farthing at compound interest, or at any interest? Can you lay out a pound at compound interest in this way? There are no means within the power of man of doing so; the minute fractions cannot be brought to contribute, there is no public fund in which you can vest your money without expense, and which will afford you the facility of reinvesting it the moment it comes to hand, which will regularly return 5 per cent. If you take that interest from a private borrower, you take it with all its disadvantages; you cannot make more of it than a speculative contract, ending in no certainty; you cannot, without care, and risk of loss, and expense, and delay, make even so much; and any one of these destroys the problem. But while it is proved that wood, which grows tranquilly, produces a certain revenue in the way of loppings and thinnings, accumulates without interruption or chance of defect, and will produce in the end a certain beneficial result, it is asserted, the other mode of occupying land is to be preferred upon common principles of calculation. Surely those principles never would serve as guides to those who pretend to conduct themselves by a general observation of the course of human affairs, which is alone of any utility in the conduct of human life. Even if this calculation of expected profit, from making all mankind usurers instead of agriculturists, were true, and capable of being realized to the extent that is stated, still, according to the evidence we have before us, and I am glad we have such evidence, the advantage would be considerably in favour of the grower of wood. It is demonstrated by the evidence of Mr. Harvey, and by a calculation made by Mr. Thomas Alexander, that such a result is not merely possible, but absolutely probable, and indeed almost certain. Mr. Alexander was the first witness examined, a young man only twenty years of age; he was a good deal quarrelled with for his evidence, which was thought presumptuous in such a youth, as where he spoke of measuring a tree by his eye, and determining a twenty years' growth, he who could not know what the state

of a tree was twenty years ago. If that had been stated as a separate fact, I should myself have disapproved of such evidence; but his means of knowledge are his experience, derived from an observation of the appearance of trees whose growth during a certain period has been ascertained. Mr. Alexander, from accurate observation, pronounced, that the profit arising from wood-land at the end of every thirty-five years, including the annual loppings, amounted to a sum equal to 25*l.* per annum, per acre. This was considered prodigious; a report of the committee of woods and forests was referred to, where it is stated, that eighty-five trees, of one hundred and eight cubical feet of timber in each, were found upon a single acre in Lord Bagot's woods, which cut down at the same time, would produce a sum total equal to 25*l.* per annum, per acre, reckoned as having stood eighty-five years: the steward, however, told us he could not be certain that eighty-five was the term; but taking it at the utmost, that it was a hundred and twenty.—[Committee. Two or three hundred].

Mr. Adolphus. Mr. Harvey stated that, speaking with reserve, under the opportunities of observation which he himself had possessed; but he added, that upon his lordship's estates in Wales, timber increased twice as fast as upon his estates in Staffordshire. In Essex and Kent, which are oak-growing counties, we know that the increase is more rapid than in others; and the attention of Mr. Alexander was probably directed to those counties. Then where is the prodigy? The acre can contain the number of trees; and that a tree grows to the size of a hundred and eight square feet in a hundred years, has been proved in evidence various ways. If a tree acquires a certain size in forty or fifty years, and enlarges afterward in a rapidly increasing proportion, we can ascertain at what time it must get to the extent of a hundred and eight square feet. I introduce this to make out Mr. Alexander's proposition, that 25*l.* per annum per acre is a profit which can be obtained, exclusive of the periodical produce of lopping and thinning.

Then, Sir, if this be the state of the case, what doubt can there be that even a prudent economy suggests the advantage of planting a fair proportion of land in timber? It would be absurd to say, in reply to this argument, "therefore all land should be so planted." It is absurd to say, that that which is the best, should alone be done; something must be done with a view to immediate profit, and something with a view to that which is more remote. But as to the growth of timber, there are motives which have always operated in this country, quite independent of arithmetical calculation. A gentleman wants shelter to his estate, he has motives connected with building-contracts, and therefore he plants trees; the nature of his agreements with his tenants induces him to protect the trees in the hedge-rows; he has admired them for the beauty of their appearance on other estates, and therefore he plants trees upon his own; but all looking ultimately to that day when the fall of the timber must come, console themselves for their present expenditure by the considera-

tion, that they are laying up a benefit for their families, equal to an immediate revenue of between twenty and thirty pounds an acre; that while they are adorning their estates with a number of stately trees, they are raising a produce which, at the end of a hundred years, their descendants may sell for a large sum of money, without themselves being injured as it grew toward maturity.

I know, Sir, that that which has once obtained a certain height in estimation, if it recedes in a considerable degree, becomes despised in proportion to its depression. If the landed interest of this country have been accustomed to look to timber as the means of producing so much per acre, and they see that by the course of public affairs such a produce can no longer be rendered valuable, there is a feeling in the public mind which leads to a contempt of that which ceases to be protected; and so by removing ship-building from this country, gentlemen may be induced to neglect the cultivation of oak timber, and a real scarcity will be felt, where the subject of apprehension at present is only a fictitious one.

If it is conceded that Great Britain should possess within herself the instruments of her own security and defence, the growth of oak timber ought to be promoted by all rational means. The only rational means are, to supply a market where it will find a constant sale, for to that alone will the current of human opinion direct itself. Is there a scarcity? the way to induce people to remove it is, to shew a constant demand and a certain profit. Is there not a scarcity, but only an unfounded and frivolous alarm spread by interested or uninformed persons? the only way to appease alarm is to remove the causes which prevent people from keeping up the supply, encouraging them to produce largely, by offering to buy liberally.

This, Sir, applies with all its strength to the subject before us. We are taught to believe, that the building of India shipping is the support of the great establishments upon the Thames, and in that shipping is consumed, both in time of war and peace, a considerable portion of the great trees produced in the country; and the certainty of having that produce to work upon, and that demand of India shipping to supply, has enabled those establishments to rear and keep together a large number of artificers, who have been at the command of government, whenever government, from the urgency of the public service, has wanted their assistance. The country gentleman has been induced to husband the timber which he possessed, and to secure the possession of more, by the certainty that this resource would not be struck away from him, and that his heirs would continue to enjoy the benefit of it. These motives and these hopes must fail, if the sale of great oak timber ceases to be one of those objects, about which the commerce of the country is to be employed. These encouragements, to which I have adverted, and these certainties, are the best means, I would say the only means, of insuring that constant supply which alone can give security to the nation. What may be the effect of a substituted navy, commercial or military, for the navy, in both kinds, which we

at present possess, I cannot venture to describe; upon the production of large oak trees, it is not difficult to anticipate what it must be. For although it may have been said, during this inquiry, that there is a time at which a tree ceases to be profitable according to its growth, still, I believe, they who view produce of this kind in the way that good sense teaches them to view it in, as bottomed upon the experience of all time, will be fully convinced, that small enterprises, and little inducements of this species, although they may occupy the attention of the tradesman, and furnish a subject of calculation to the arithmetician, never did and never can occupy the attention of the great mass of landholders, who consider the growth of timber as much an object gratifying to their pride as conducive to profit. That is not the way in which great supplies can be produced, nor in which persons can be induced to exert themselves for the production of any thing that may be of great national benefit; all the feelings of the mind must be brought into play, to inspire us with patience to wait the time necessary to bring forward great results; and we must be convinced that, at the end of that time, it will be found we have not been negligent of our interest, although we may not have pursued it with all that accuracy which the mere calculator would shew we might have done. If there is a certainty of a good general result, there will be the certainty of a good production; nothing less than that will ever cause persons to begin plantations, of which they know they cannot themselves immediately reap the profit.

With regard to the question, how far a restriction should be imposed upon the introduction of India-built shipping, as a question between this country and her foreign possessions, I hardly dare say much in the way of summing up. That the governing state, for, in relation to India, Great Britain can hardly be termed the parent state, should be dependant upon a colony for any one article that is essential to her prosperity, or necessary for her safety, has been treated in former times as a monstrous state of things. Should that be the ultimate effect of the measure proposed, I cannot hesitate to say, it would be a fatal state of things. I am very averse to enter into a large course of political discussion upon occasions of this nature. I am not going to say any thing of the restraints that ought or ought not to be laid upon colonists, in the exercise of their industry and ingenuity; this is not the time and place, and I am not the person in my professional capacity to make such observations. With respect to the production of those things, which are vitally necessary to the empire itself, I think this is at least an alarming proposition, and one which, combining itself, as it must, with the statements that are to be found in this case, ought to induce all who are interested in the welfare of the empire, to consider seriously, before they occasion such a removal of the building of the larger class, even of mercantile shipping, not to mention the connexion that has with the navy of the country.

It will be said, the government yards will always be adequate to

the purposes of the latter. Physically they may, by the care of the government forests, and by retaining of workmen, be able to produce a navy. But where will be the enterprising spirit which interests so many in the manufacture of shipping, which makes them go hand and heart in every work which the necessities of the state demand, as well as the views of private individuals? Where will be the men who have been, during a time of peace, handling those tools, and taking a part in those operations, which are necessary to produce a great ship? They will be wanting; nor can any efforts of government supply them upon the spur of a moment, to meet the unexpected designs or exertions of an enemy.

These, Sir, are the observations which, with all proper respect, I make bold to press upon your attention. In the course of my observations upon the evidence, I have endeavoured to present to your attention every thing which occurs to me as being material in the present case. I know I have trespassed largely upon your patience; I know I have wanted that which made the charm of my learned friend, Mr. Harrison's, opening, that compression and conciseness which can alone make a speech agreeable to those who have to hear it; but the different nature of my task must account for some portion of the difference in our addresses. If I have touched any thing erroneously, I hope I shall not suffer in the favorable opinion of those who have heard me; my error has been that of my understanding, and not of my intention; and I know when my learned friend comes to reply, every error of this kind will be set right, and if any thing has escaped me, the deficiency will be made up by his observations.

I am sure this case merits all the discussion it has received; and, judging of the future from what I have seen of the past, I am equally confident that no degree of attention will be withheld from it, which shall lead to the just result. A just result is all that my clients want; and we sanguinely hope that will appear to be the just result which is the favourable one to our pretensions and our interests.

THE END.



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